

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD- 22-324

DATE: _____

CUSTOMER: Federal Aviation Agency

MCL 14,017 DTD _____

CHANGE NO: 13

MODEL: 22-21(#3) (Convair "880")

TITLE: Specification Administrative Change (Revision to Lavatory Coat Hook and Magazine Rack)

ORIGIN: Convair initiated

REASON FOR CHANGE: To clarify the intent of the specification.

EFFECT ON WEIGHT *		EFFECT ON BALANCE *
GUAR. WT. EMPTY	OPER. WT. EMPTY	
0	0	0 INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *
None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:

Ready 7/1/61
Wg 7/2/61

ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____

NON-RECURRING: _____

TOTAL: _____

ACCEPTED: _____

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

Title: Specification Administrative Change (Revision to Lavatory Coat Hook, and Magazine Rack).

Origin: Convair initiated

Reason for Change: To clarify the intent of the specification.

Description of Change:

Page 89, Paragraph 3.19.2.2.3 MISCELLANEOUS LAVATORY EQUIPMENT:

Revise below item as follows:

From: "One coat hook (folding-type on lavatory door)"

To: "One coat hook"

Page 91, Paragraph 3.19.2.7.8 MAGAZINE RACKS:

Revise the sentence as follows:

From: "Magazine racks shall be provided in the forward and aft entrance areas."

To: "Magazine racks shall be provided in the forward entrance area."

Effect on Weight Empty: 0
Effect on Balance: 0
Effect on Performance: None

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD-22-324

DATE: _____

CUSTOMER: Federal Aviation Agency

MCL 16,014 DTD _____

CHANGE NO: 12

MODEL: 22-21(#3) (Convair "880")

TITLE: **Specification Administrative Change (Miscellaneous Design Improvement Changes)**

ORIGIN: **Convair initiated**

REASON FOR CHANGE: **Product improvement**

EFFECT ON WEIGHT *

EFFECT ON BALANCE *

GUAR. WT. EMPTY

OPER. WT. EMPTY

0

0

0

INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:

[Signature] 6/27/61
[Signature] 6/27/61

ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____

NON-RECURRING: _____

TOTAL: _____

ACCEPTED: _____

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

Title: Specification Administrative Change (Miscellaneous Design Improvement Changes)

Origin: Convair initiated

Reason for Change: Product improvement

Description of Change:

Page 3a, GENERAL ARRANGEMENT:

Replace above illustration in the specification with Enclosure (A) which shows Krueger Flap installation between inboard pylon and fuselage, and trailing edge inboard flap extension.

Page 28, Paragraph 3.10.1.3 RUDDER SYSTEM:

Insert the following sentence after the third sentence:

"In addition a hydraulically-operated servo unit powered from one hydraulic system shall be installed in the pedal linkage, in the nose wheel well, to reduce rudder pedal forces."

Page 29, Paragraph 3.10.2.1 LIFT AND DRAG INCREASING DEVICE SYSTEMS:

Delete the paragraph and substitute the following:

"LIFT AND DRAG INCREASING DEVICE SYSTEMS: The trailing edge flaps and leading edge slats and flaps shall be operated by hydraulic power controlled by a single lever on the pilot's pedestal. The leading edge slats and flaps shall be operated through torque tubes from a gear box which is powered by two hydraulic motors, one motor connected to each hydraulic system. The trailing edge flaps shall be operated through torque tubes from a gear box which is powered by either of two motors, one motor connected to each hydraulic system. By means of "no-back" type devices incorporated in the screw jacks, each control system shall be irreversible to prevent flap motion from airload. Full trailing edge flap deflection and leading edge slat and flap extension shall be obtainable from either hydraulic system. A monitoring system shall be provided to preclude asymmetrical positioning of the trailing edge flap in the event of mechanical failure. A pair of lights, one amber and one green, shall be installed on the center instrument panel for each right and left hand set of leading edge devices (slats and flaps). Lights shall illuminate "green" when the devices have fully extended and shall illuminate "amber" when the devices are in transit."

CONVAIR: SD

Federal Aviation Agency
Change No. 12

Page 2 of 2

Page 52a, HYDRAULIC SYSTEM:

Replace the above illustration in the specification with Enclosure (B) which shows 100 percent flap power available from either No. 1 or No. 2 Systems, and rudder pedal boost.

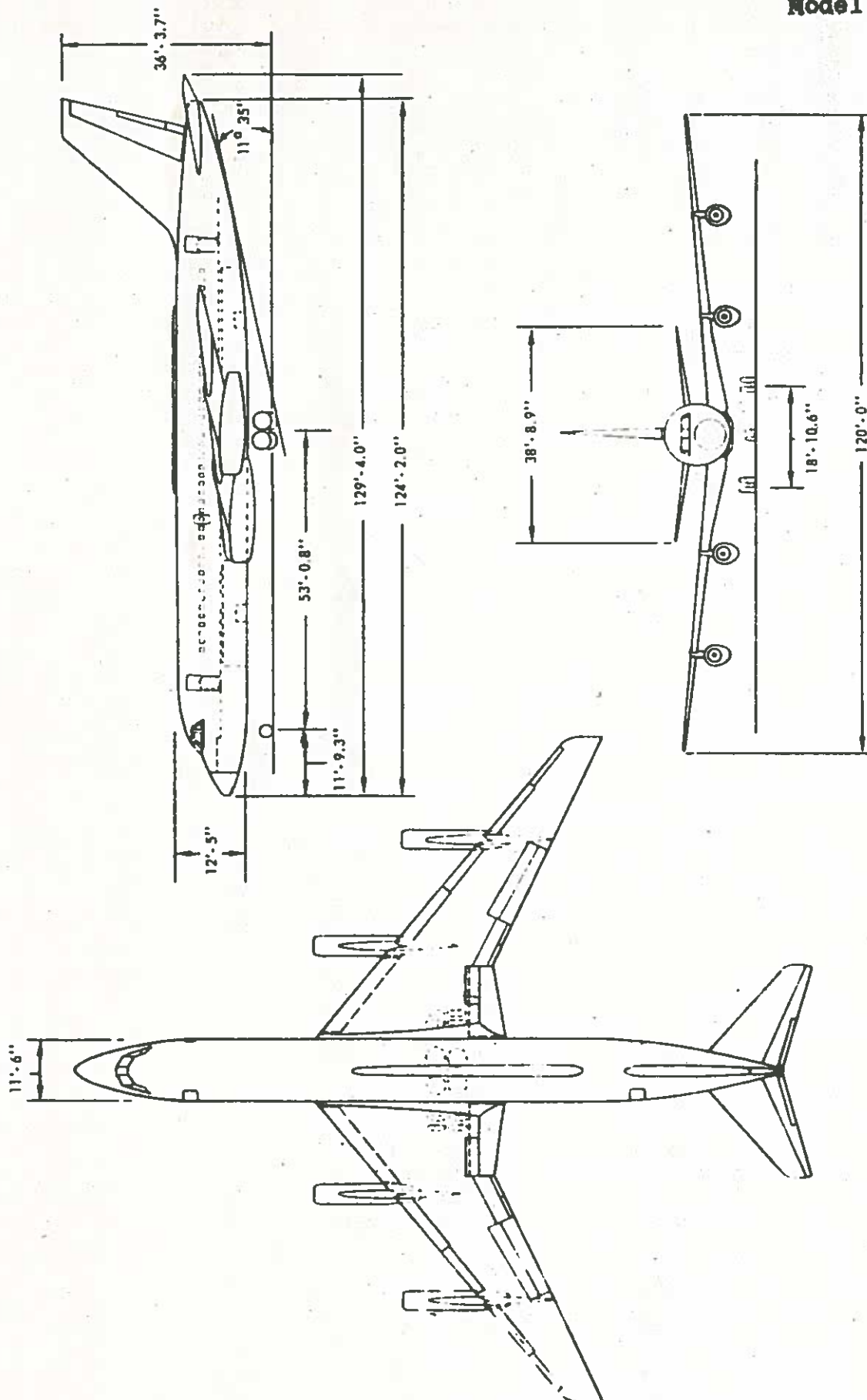
Enclosure: (A) One copy Page 3a - GENERAL ARRANGEMENT (Revised)

Enclosure: (B) One copy Page 52a - HYDRAULIC SYSTEM (Revised)

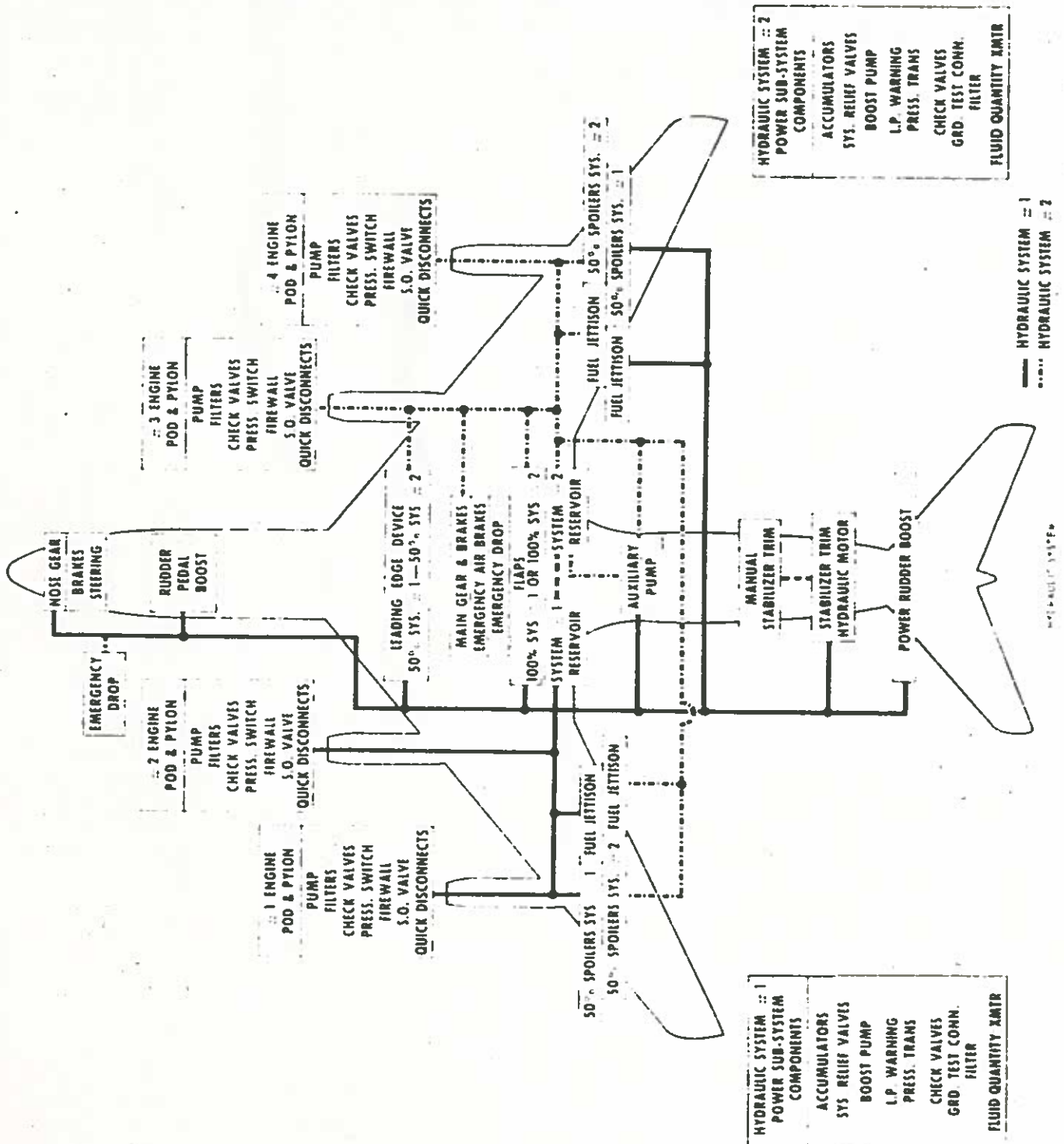
Effect on Weight Empty: 0
Effect on Balance: 0
Effect on Performance: None

CONVAIR: SD

Page 3a
Report No. ZD-22-324
Model 22M



GENERAL ARRANGEMENT



CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD-22-324

DATE: _____

CUSTOMER: Federal Aviation Agency

MCL 16,016 DTD _____

CHANGE NO: 11

MODEL: 22-21 (#3) (Convair "880)

TITLE: Specification Administrative Change (Revision to Paragraph 3.2.2.1)

ORIGIN: Convair initiated

REASON FOR CHANGE: Specification clarification.

EFFECT ON WEIGHT *		EFFECT ON BALANCE *
GUAR. WT. EMPTY	OPER. WT. EMPTY	
0	0	0 INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:

[Signature] 6/71

ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____

NON-RECURRING: _____

TOTAL: _____

ACCEPTED: _____

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

CONVAIR: SD

Federal Aviation Agency
Change No. 11

Title: Specification Administrative Change (Revision to Paragraph 3.2.2.1)

Origin: Convair initiated

Reason for Change: Specification clarification.

Description of Change:

Page 9, Paragraph 3.2.2.1 COLOR CODING:

Change the paragraph as follows:

From: "COLOR CODING: All sections of plumbing shall be color coded and banded in accordance with Military Standards and, in addition, marking shall indicate the direction of flow and the purpose of the line. The part number of each tubing assembly shall be identified. Color bands and part number identifications shall be plastic tape in accordance with Standard AND 10375."

To: "COLOR CODING: All sections of plumbing, except engine and within fuel tanks, shall be color coded and banded. All plumbing shall indicate the direction of flow and the purpose of the line. The part number of each tubing assembly shall be identified. Color bands shall be plastic tape in accordance with Standard AND 10375."

Effect on Weight Empty: 0
Effect on Balance: 0
Effect on Performance: None

CONVAIR

DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO. 2D-22-324

DATE: _____

CUSTOMER: Federal Aviation Agency

MCL 16,015 DTD _____

CHANGE NO. 10

MODEL 22-21(#3) (Convair "880")

TITLE: Specification Administrative Change (Landing Gear Pin Indicator Lights)

ORIGIN: Convair initiated

REASON FOR CHANGE: To specify that subject indicator lights are installed.

EFFECT ON WEIGHT *		EFFECT ON BALANCE *
GUAR. WT. EMPTY	OPER. WT. EMPTY	
0	0	0 INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:

[Signature] 4/4/61 *[Signature]* 4/4/61

ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE: _____

AIRPLANES AFFECTED: _____

SPECIAL PROVISIONS

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____

NON-RECURRING: _____

TOTAL: _____

ACCEPTED: _____

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

CONVAIR: SD

Federal Aviation Agency
Change No. 10

Title: Specification Administrative Change (Landing Gear Pin
Indicator Lights)

Origin: Convair initiated

Reason for Change: To specify that subject indicator lights are
installed.

Description of Change:

Page 23, Paragraph 3.8.1.5 LANDING GEAR SAFETY LOCK PINS:

Add the following to the end of the paragraph:

"Indicator warning lights shall be provided in the flight
engineer's panel and shall be illuminated when the "safety
lock" pins are inserted in the gear."

Effect on Weight Empty: 0
Effect on Balance: 0
Effect on Performance: None

C O N V A I R

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD- 22-324

DATE: _____

CUSTOMER: Federal Aviation Agency

MCL 16,057 DTD 2 March 1961

CHANGE NO: 9

MODEL: 22-21 (#3) (Convair "880")

TITLE Main Tires, Fabric Reinforced, Installation of

ORIGIN Convair initiated

REASON FOR CHANGE: Product improvement

EFFECT ON WEIGHT *

EFFECT ON BALANCE *

GUAR. WT. EMPTY

OPER. WT. EMPTY

+23.0 lb

+23.0 lb

+20,194

INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:

[Handwritten Signature]
ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____

NON-RECURRING: _____

TOTAL: _____

ACCEPTED:

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY _____

DATE: _____

CONVAIR: SD

Federal Aviation Agency
Change No. 9

Title: Main Tires, Fabric Reinforced, Installation

Origin: Convair initiated

Reason for Change: Product improvement

Description of Change:

Page A-13, APPENDIX I-C, LANDING GEAR EQUIPMENT:

Revise the below item under "Description" as follows:

From: "8 Tire, Main Wheel (39 x 13)
Type VII 22 Ply Rating,
Skid Depth .25-inches)

U. S. Rubber"

To: "8 Tire, Main Wheel (39 x 13)
(Type VII, 22-Ply Rating,
Fabric-Reinforced Tread,
Skid Depth .35-inch)

U. S. Rubber"

Effect on Weight Empty: +23.0 pounds
Effect on Balance: +20,194 inch-pounds
Effect on Performance: None

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SANTA ANA, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO. ZD- 22-324

DATE: _____

CUSTOMER Federal Aviation Agency

MCL 16,055 DTD 20 February 1961

CHANGE NO. 8

MODEL 22-21(#3) (Convair "880")

TITLE Seating Capacity, Increase of

ORIGIN FAA request to Convair Washington Office

REASON FOR CHANGE: As above

EFFECT ON WEIGHT *

EFFECT ON BALANCE *

GUAR. WT. EMPTY

OPER. WT. EMPTY

+890.0 lb

+940.0 lb

+695,554

INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES.

[Signature] 3/24/61 *[Signature]* 3/24/61
ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS

EFFECT ON PRICE PER AIRPLANE

RECURRING: _____

NON-RECURRING: _____

TOTAL: _____

ACCEPTED: _____

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY _____

DATE: _____

CONVAIR: SD

Federal Aviation Agency
Change No. 8

Page 1 of 2

Title: Seating Capacity, Increase of

Origin: FAA request to Convair Washington Office

Reason for Change: As above

Description of Change:

Page 1, Paragraph 1.1 BASIC TYPE:

In the sixth line, change "12" to "40".

Page 3b, INTERIOR ARRANGEMENT:

Replace the above illustration with Enclosure (A) which shows the effects of this proposal.

Page 6, Paragraph 3.1.2.2 TYPICAL LOADING SUMMARY:

Revise the below item under "Fixed Useful Load" as follows:

From: "Life Vests (18) 32 lb"

To: "Life Vests (46) 82 lb"

Revise the below items under "Space Limit Payload" as follows:

<u>From:</u>	"Passenger (12) at 165Lb	1,980 lb
	Baggage @ 40 lb/passenger	480 lb
	Cargo	8,150 lb

Total	10,610 lb
-------	-----------

<u>To:</u>	"Passengers (40) at 165-lb	6,600 lb
	Baggage @ 40 lb/passenger	1,600 lb
	Cargo	7,030 lb

Total	15,230 lb"
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Page 85, Paragraph 3.19.1 GENERAL:

In the second line, change "12" to "40".

Page 96, Paragraph 3.19.7.1 LIFE RAFTS:

Revise subparagraphs "b." and "c." as follows:

From: "b. One on each side of the aisle on the floor in passenger compartment aft of the emergency escape hatches.
c. One on the floor, aft of the left hand passenger seat.

To: "b. Three on the floor, aft of last passenger seat row, one on right side of the aisle and two on left side of the aisle."

Page A-2, APPENDIX I-B, CUSTOMER FURNISHED - CUSTOMER INSTALLED:

Revise the below item under "description" as follows:

From: " 18 Life Vests 32.0"
To: "*46 Life Vests 82.0"

Page A-14, APPENDIX I-C, FURNISHINGS:

Revise the below items under "Description" as follows:

From: " 6 Seats, Double (First Class)
8 Tray, Integral Folding Food
12 Belt, Passenger Safety"

To: "10 Seats, Passenger, Double L.H. (First Class)
10 Seats, Passenger, Double R.H. (First Class)
36 Tray, Integral Folding Food
40 Belt, Passenger, Safety"

Enclosure: (A) One copy Page 3b - INTERIOR ARRANGEMENT (Revised)

Effect on Weight

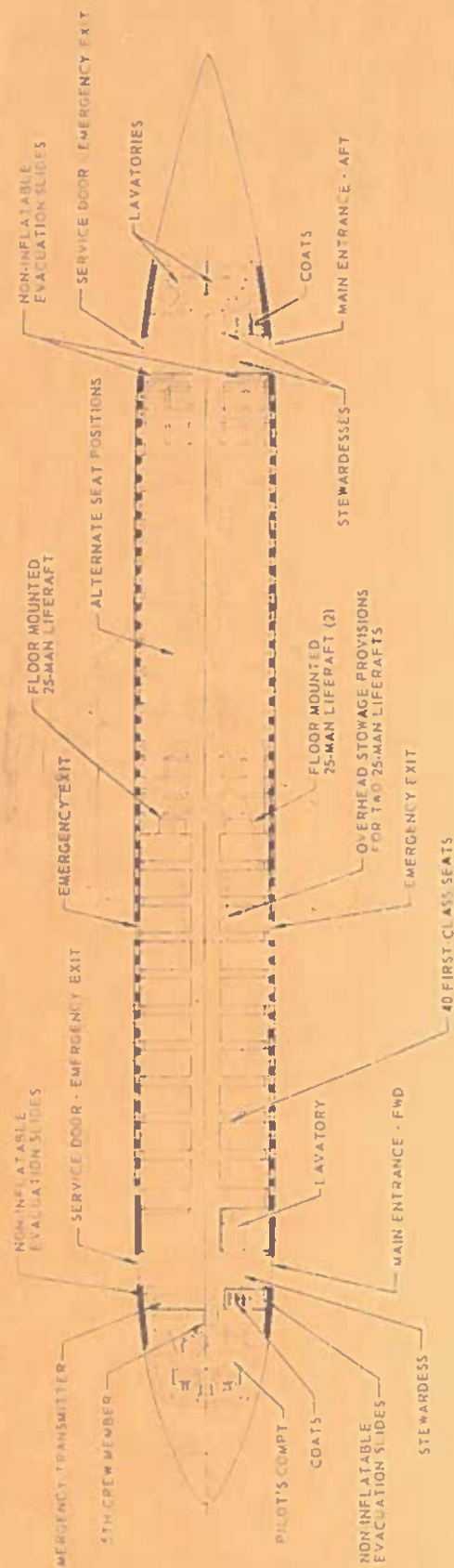
Weight Empty:
Operating Weight Empty:

+890.0 pounds
+940.0 pounds

Effect on Balance

+594,568 inch-pounds
+695,554 inch-pounds

Effect on Performance: None



INTERIOR ARRANGEMENT
40 FIRST CLASS PASSENGERS
FAA

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD- 22-324 DATE: _____

CUSTOMER: Federal Aviation Agency MCL 16,013 DTD _____

CHANGE NO. 6 MODEL: 22-21(#3) (Convair "880")

TITLE: Specification Administrative Change (Revision to Passenger Seat Back Movement)

ORIGIN: Convair initiated

REASON FOR CHANGE: To make specification language agree with actual seat back positioning capability.

EFFECT ON WEIGHT *		EFFECT ON BALANCE *
GUAR. WT. EMPTY	OPER. WT. EMPTY	
0	0	0 INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED*AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:

[Handwritten Signature] *[Handwritten Signature]* *[Handwritten Signature]*

ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____

NON-RECURRING: _____

TOTAL: _____

ACCEPTED:

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

Title: Specification Administrative Change (Revision to Passenger
Seat Back Movement)

Origin: Convair initiated

Reason for Change: To make specification language agree with actual
seat back positioning capability.

Description of Change:

Page 86, Paragraph 3.19.1.1.6.1 SEAT BACK MOVEMENT:

Revise the paragraph to read as follows:

"Each reclining seat shall be designed so that pressure applied on the aft side of the seat back will override the recline control lock without additional manual operation, and fold the seat back forward to its normal upright position. This pressure on the seat back shall not exceed 25 pounds. The seat back shall fold to approximately 30 degrees forward of the vertical position by applying a load of not less than 30 pounds, or more than 35 pounds, at the top of aft side of the seat back without removing the center arm rest. The seat back may be further folded to approximately a horizontal position by removing the center arm rest. Seat back positions shall be as follows:

Normal Upright: 12 degrees aft of vertical

Recline: 38 degrees aft of vertical "

Effect on Weight Empty: 0
Effect on Balance: 0
Effect on Performance: None

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: 7D-22-324

DATE: _____

CUSTOMER: Federal Aviation Agency

MCL 16,012 DTD _____

CHANGE NO. 5

MODEL 22-21(#3)(Convair "880")

TITLE: Specification Administrative Change (Revision to Appendix I-C Useful Load Items)

ORIGIN: Convair initiated

REASON FOR CHANGE: To clarify the intent of the specification.

EFFECT ON WEIGHT *

EFFECT ON BALANCE *

GUAR. WT. EMPTY

OPER. WT. EMPTY

0

0

0

INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:

[Handwritten signature]
1/14/61

ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____

NON-RECURRING: _____

TOTAL: _____

ACCEPTED:

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

CONVAIR: SD

Federal Aviation Agency
Change No. 5

Title: Specification Administrative Change (Revision to Appendix I-C
Useful Load Items)

Origin: Convair initiated

Reason for Change: To clarify the intent of the specification.

Description of Change:

Page A-15, APPENDIX I-C, OXYGEN EQUIPMENT:

Revise the two top items under "Description" as follows:

<u>From:</u>	"3 *Cylinders, High Pressure Oxygen (107 cu ft) (with gages)			140.0
	4 *Bottle, Portable Oxygen (310-liter)			60.0
<u>To:</u>	"3 *Cylinders, High Pressure Oxygen (107 cu ft, with gages)	Zep Aero	ZC268-111-10	140.0
	1 *Bottle, Portable Oxygen and Smoke Mask (310- liter)	Scott	6080-3	} 60.0
	3 *Bottle, Portable Oxygen (310-liter)	Scott	5500C1A-BF20B)	

Add the following to the bottom of Page A-15:

"*Useful Load Items"

Page A-16, APPENDIX I-C, FIRE EXTINGUISHING EQUIPMENT:

Add the following to the bottom of Page A-16:

"*Useful Load Items"

Effect on Weight Empty: 0
Effect on Balance: 0
Effect on Performance: None

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD-22-324

DATE: _____

CUSTOMER: Federal Aviation Agency

MCL 16,054 DTD _____

CHANGE NO.: 4

MODEL: 22-21(#3) (Convair "880")

TITLE: Main System Hydraulic Pumps, Change to

ORIGIN: Convair initiated

REASON FOR CHANGE: Product improvement

EFFECT ON WEIGHT *

GUAR. WT. EMPTY

OPER. WT. EMPTY

+31.0 lb

+31.0 lb

EFFECT ON BALANCE *

+23,091

INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:

[Signature]
ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____

NON-RECURRING: _____

TOTAL: _____

ACCEPTED: _____

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

CONVAIR: SD

Federal Aviation Agency
Change No. 4

Title: Main System Hydraulic Pumps, Change to

Origin: Convair initiated

Reason for Change: Product improvement

Description of Change:

Page A-11, APPENDIX I-C, HYDRAULIC AND PNEUMATIC EQUIPMENT:

Revise the below item under "Description" as follows:

<u>From:</u>	"4 Pump, Main System (Variable Displacement Type)	Ham. Standard"
<u>To:</u>	"4 Pump, Main System (Variable Displacement Type)	Vickers AS-61695-L-2"

Effect on Weight Empty: +31.0 pounds
Effect on Balance: +23,091 inch-pounds
Effect on Performance: None

The following shall not appear in the Specification language:

The hydraulic pump will incorporate one electrical depressurization valve and one blocking valve. The bolt-on ports will be modified to suit the Model 22 installation, and the yoke blocked back to a 6 gpm rating in lieu of 10 gpm.

This proposal also deletes the four accumulators in the hydraulic return lines, since these accumulators are not required with the Vickers pump.

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD- 22-324

DATE: _____

CUSTOMER: Federal Aviation Agency

MCL 16,011 DTD _____

CHANGE NO.: 3

MODEL: 22-21(#3) (Convair "880"

TITLE: Specification Administrative Change (Revision to Paragraphs 3.10.1.5.1 and 3.11.8)

ORIGIN: Convair initiated

REASON FOR CHANGE: To clarify the intent of subject paragraphs.

EFFECT ON WEIGHT *		EFFECT ON BALANCE *
GUAR. WT. EMPTY	OPER. WT. EMPTY	
0	0	0 INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:

[Signature] 2/6/61 *[Signature]* 2/6/61

ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____

NON-RECURRING: _____

TOTAL: _____

ACCEPTED: _____

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY: _____

DATE: _____

CONVAIR: SD

Federal Aviation Agency
Change No. 3

Title: Specification Administrative Change (Revision to Paragraphs 3.10.1.5.1 and 3.11.8)

Origin: Convair initiated

Reason for Change: To clarify the intent of subject paragraphs:

Description of Change:

Page 28, Paragraph 3.10.1.5.1 STABILIZER TRIM CONTROL:

Delete the last two sentences and substitute the following:

"A switch, guarded in the on position, shall be installed on the pedestal to shut off all hydraulic power to the stabilizer screw jack. A three-position momentary switch shall be installed on the pedestal which, after the hydraulic shutoff switch is moved to "OFF", operates the standby electrical-mechanical stabilizer trim control. In addition, hand cranks shall be installed on the pedestal for emergency manual stabilizer trim control."

Page 31, Paragraph 3.11.8 INSPECTION AND MAINTENANCE:

Delete the last sentence and substitute the following:

"Each engine QEC (quick engine change build-up) shall be interchangeable and replaceable as a complete assembly, except for reverser cascades, and certain accessories which may not be required on individual installations."

Effect on Weight Empty: O
Effect on Balance: O
Effect on Performance: None

CONVAIR

A DIVISION OF GENERAL DYNAMICS CORPORATION
SAN DIEGO, CALIFORNIA

COMMERCIAL CHANGE PROPOSAL

SPEC NO.: ZD- 22-324

DATE: _____

CUSTOMER: Federal Aviation Agency

MCL 16,010 DTD _____

CHANGE NO. 2

MODEL 22-21(#3) (Convair "880")

TITLE: Specification Administrative Change (Revision to Paragraph 3.17.1.7.1)

ORIGIN: Convair initiated

REASON FOR CHANGE: To clarify the intent of Paragraph 3.17.1.7.1.

EFFECT ON WEIGHT *

EFFECT ON BALANCE *

GUAR. WT. EMPTY

OPER. WT. EMPTY

0

0

0

INCH LB.

EFFECT ON GUARANTEED PERFORMANCE: *

None

* NEGLIGIBLE CHANGES WILL BE ACCUMULATED AND TOTALS REFLECTED IN A FUTURE CHANGE PROPOSAL.

ACCEPTANCE OF THIS CHANGE IS DEPENDENT UPON PRIOR ACCEPTANCE OF THE FOLLOWING CHANGES:

[Signature] 1/31/61 *[Signature]* 1/31/61

ENGINEERING APPROVAL

LATEST DATE OF ACCEPTANCE:

AIRPLANES AFFECTED:

SPECIAL PROVISIONS:

EFFECT ON PRICE PER AIRPLANE:

RECURRING: _____

NON-RECURRING: _____

TOTAL: _____

ACCEPTED:

CONVAIR, A DIVISION OF GENERAL DYNAMICS CORP.

BY _____

DATE: _____

Title: Specification Administrative Change (Revision to Paragraph 3.17.1.7.1)

Origin: Convair initiated

Reason for Change: To clarify the intent of Paragraph 3.17.1.7.1.

Description of Change:

Page 77, Paragraph 3.17.1.7.1 POWER CONTROLS:

Delete the paragraph and substitute the following:

"3.17.1.7.1 POWER CONTROLS: One "NORMAL" and one "ESSENTIAL" switch, located accessible to both pilots, shall control the ac and dc power to the radio equipment. The "NORMAL" switch shall control the weather radar, the marker beacon, selective call systems No. 1 and No. 2, if installed, glide slope No. 2, navigation instrument transformer No. 2, VHF navigation No. 2, radio compass No. 2, VHF communication receiver No. 2, VHF communication transmitter No. 2, HF communication No. 2, if installed, DMET No. 1 and No. 2, if installed, and ATC transponder No. 1 and No. 2, if installed. The "ESSENTIAL" switch shall control the VHF communication receiver No. 1, VHF communication transmitter No. 1, VHF navigation No. 1, glide slope No. 1, Radio compass No. 1, navigation instrument transformer No. 1, HF communication No. 1, if installed. The emergency dc bus, through suitable circuit breakers, shall power the audio selector panels, the public address amplifier, the interphone, the pilot compartment speaker, the flight data recorder, and the tape reproducer, if installed. All No. 1 normal radio equipment shall be supplied by a separate ac and dc line. All No. 2 normal radio equipment shall be supplied by a second separate ac and dc line. Protection shall be provided for each line. The power supply, feeder wires, circuit protection for equipment which back up each other functionally shall be separated in a manner that will preclude operation failure of both if any one circuit protective device feeder wire or power supply fails. Illumination shall be provided for the circuit breaker

Effect on Weight Empty: 0
Effect on Balance: 0
Effect on Performance: None

CONVAIR: SD

Federal Aviation Agency
Change No. 1

Title: Specification Administrative Change (Revision to Auxiliary
Landing Gear Tail Skid)

Origin: Convair initiated

Reason for Change: Product improvement

Description of Change:

Page 24, Paragraph 3.8.3 AUXILIARY LANDING GEAR (TAIL SKID):

Change the first line in the paragraph to read as follows:

From: "A retractable skid of "

To: "A skid or "

Effect on Weight Empty: 0
Effect on Balance: 0
Effect on Performance: 0